





## Today's Advertisements.

## MOUNT AUSTIN HOEL.

ON SATURDAY NEXT, THE 26TH SEPTEMBER.

By kind permission of Major RETALLICK and OFFICERS,  
THE BAND OF THE HONGKONG REGIMENT

will play during Dinner and afterwards in the Hotel Grounds.

## THE TABLE D'HOTE DINNER

IS SERVED IN THE GRAND DINING ROOM,  
AT 8.00 P.M.Arrangements can be made for DINNER PARTIES in Private Rooms.  
Tables or Seats can be reserved for the Table d'Hote and Wines laid to order.

## MOUNT AUSTIN HOTEL.

Hongkong, 19th September, 1896.

IN THE SUPREME COURT OF  
HONGKONG.

IN BANKRUPTCY.

No. 17 OF 1896.

## NOTICE.

IN THE MATTER OF THE ON WO FIRM,  
LATELY CARRYING ON BUSINESS AT NO. 9,  
LI SHING STREET, VICTORIA, HONGKONG,  
AS GUNNY-BAG DEALERS.A DIVIDEND OF 20 PER CENT. has been  
DECLARED and is PAYABLE on  
application at the Office of the OFFICIAL  
RECEIVER on and after WEDNESDAY, the  
23rd instant.ARATHOON SETH,  
Trustee.Official Receiver's Office,  
Hongkong, 19th September, 1896.UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-  
Third Ordinary Yearly Meeting of the  
Society will be held at its Head Office, No. 4,  
The Arcade, Hongkong, on Thursday, the 8th  
October, 1896, at Noon, for the purpose of  
Receiving the Report of the Directors, together  
with Statement of Accounts for the year 1895,  
and for the half-year ending the 30th June, 1896,  
and of Declaring Dividends.  
The Transfer Books of the Society will be  
Closed from the 20th September to the 8th  
October, both days inclusive.  
By Order of the Board,  
N. J. MDE,  
Secretary.

Hongkong, 19th September, 1896.

THE CHINA NAUTICAL STEAM NAVI-  
GATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL,  
AND SINGAPORE.

THE Company's Steamship

## "ONFAN."

Having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Underwriter before  
Noon on the 26th instant, or they will not be  
recognized.All broken, chafed and damaged Goods are to  
be left in the Godowns where they will be  
examined on SATURDAY, the 26th instant, at  
3 P.M.No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 25th  
instant will be subject to rent.Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 19th September, 1896.

## FOR SHANGHAI.

THE Steamship

## "LONGMOON."

Captain P. W. Schur, will be despatched for the  
above Port on MONDAY, the 21st instant, at 4  
P.M. instead of as previously advertised.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, 19th September, 1896.

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR TIENTSIN.

THE Company's Steamship

## "KWEIYANG."

Captain Outerbridge, will be despatched as above  
on THURSDAY, the 24th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th September, 1896.

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR SHANGHAI.

THE Company's Steamship

## "WUHU."

Captain Benson, will be despatched as above  
on TUESDAY, the 22nd instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th September, 1896.

OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates  
for NINGPO, CHEFOO, NEWCHANG,  
TIENTSIN, HANKOW, and FORTS on the  
YANGTZE).

THE Company's Steamship

## "SARPEDON."

Captain Grier, will be despatched as above on  
TUESDAY, the 22nd instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th September, 1896.

## TO LET.

DWELLING HOUSES:—  
Nos. 2, 3 & 4, RIFON TERRACE,  
GODOWNS in BLUE BUILDINGS.Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., LTD.

Hongkong, 19th September, 1896.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain J. S. Roach, will be despatched for the  
above Ports on TUESDAY, the 22nd instant,  
at Noon.For Freight or Passage, apply to  
DOUGLAS LAIRDALE & Co.,  
General Managers.

Hongkong, 19th September, 1896.

Antimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &amp;c.

DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSERS and  
other LARGE CONSUMERS.Any complaints should be addressed to the  
Manager.

Hongkong, 19th September, 1896.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND  
SPIRITS.ALL these are selected by our London House,  
bought direct at first hand, imported in wood  
and bottled by ourselves, thus saving all inter-  
mediate profits, and enabling us to supply the  
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on  
Application.PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xere's Wines.CLARET.—Our Clarets, including the lowest  
Priced, are guaranteed to be the genuine  
product of the juice of the grape and are not  
artificially made from raisins and currants,  
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be  
pure COGNAC, the difference in price being  
merely a question of age and vintage.WHISKEY.—All our Whiskey is of excellent  
quality and of greater age than most brands  
in the market. The SCOTCH WHISKEY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.We only guarantee our WINE and SPIRITS  
to be genuine when bought direct from us in the  
Colony or from our authorized Agents at the  
Coast Ports.A. S. WATSON & CO., LD.,  
THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1896.

## The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 19, 1896.

## THE RISE IN CABLE RATES.

Has the Hongkong Branch of the China  
Association nothing to say on the subject  
that occupied the time and attention of the  
members of the Chamber of Commerce  
for about a couple of hours this forenoon?Is there to be no meeting of the members  
of the Branch to consider whether any  
exclusively British interests are affected  
by the action of the Telegraph Companies  
in raising their charges, after having first,  
by their intrigues, drawn the Chinese  
Government into a secret treaty that gives  
the Companies a monopoly of the service  
for the next ten or fifteen years? Have  
Her Majesty's subjects nothing to say, no  
representations to make to Her Majesty's  
Ministers, or to the people of England on  
the neglect of the Government to consult  
the mercantile communities affected before  
they sanctioned, without the authority of  
Parliament, the Telegraphic Convention  
between Russia and China, which binds  
an almost intolerable yoke on the  
shoulders of British commerce for a  
lengthened period of years? One would  
have thought that the second of the two  
resolutions carried at the Chamber of  
Commerce meeting to-day might more  
appropriately have come from a purely  
British rather than from a cosmopolitan  
Association. The members of the Cabinet  
are responsible to the nation and not  
to foreigners. They have, in this case,  
as Mr. WHITEHEAD forcibly put  
it, adopted a policy, sanctioned a pro-  
cedure, which inflicts heavy penalties on  
all Britons directly or indirectly interested  
in Eastern trade, a trade of immense value  
to England and Englishmen, without any  
possible gain to the public or to the State,  
and wholly and solely for the benefit  
of two trading corporations and their  
shareholders. This grant of a mono-  
poly given the two Telegraph Com-  
panies—subverts no public interest  
whatever. The Companies give nothing,  
promise nothing in return. No extension  
of existing Lines of Communication, no  
duplication of or improvement in existing  
lines is to follow. Patents and monopolies  
are often extended by our English Courts  
after a public hearing because the  
invention to be protected or the manu-  
facture to be encouraged is of value to  
the public and the Patentee or Monopolist  
has not yet had a sufficient reward for his  
invention or discovery. There is no such  
justification for the extension and  
confirmation of this telegraphic monopoly.  
The Companies concerned have had for  
many years past an abundant reward for  
their original enterprise and outlay. They  
have had all their money back, with large  
profits in addition, and have big reserves  
in money and material. The British  
Government has helped them to increase  
these profits and strengthen that reserve  
that they may defy opposition. Will not  
the China Association make a public demon-  
stration and a public protest on behalf  
of the British section of the trading commu-  
nity, the owners of three-fourths of the business  
of China and the East, and the  
persons who will have to pay  
by far the greater proportion of the  
enhanced cost of telegrams? It is our  
Government that is to blame. If England  
had stood out, as in 1892, the new Tele-  
graphic Convention would have fallen  
through now as it fell through then. It is  
our duty to make a public complaint and  
a public protest. If the Hongkong Branch  
of the China Association will do nothing it  
had better dissolve itself and leave the  
work that has to be done in China to the  
more earnest and more intelligent men  
who represent our country in Shanghai.THE Mission steam-launch *Day Spring* will  
call alongside any vessel holding the answering  
pennant, between 9 and 10.30 a.m. on Sunday,  
to convey men ashore to the 11 o'clock service,  
returning about 12.30 p.m.It is reported that the marriage of the Duc  
d'Orléans with the Archduchess Maria Dorothea  
of Austria has been fixed for November 5th  
next, and that the ceremony will be performed  
in the Imperial Palace in Vienna.At the half-yearly ordinary general meeting of  
the shareholders of the Tanjong Pagar Dock  
Co., Ltd., held at Singapore on the 13th instant,  
Mr. T. Scott, Chairman, presiding, the report  
and accounts were passed, and, on the motion  
of the Chairman, \$50,000 were added to the  
Special Reserve Fund, and \$20,000 placed to  
credit of a Fund for the employees. A dividend  
at the rate of 7 per cent. was also declared at the  
meeting.In his *Weekly Share List* issued at noon to-day  
Mr. Erich Georg writes:—Business during the  
week under review has been rather slack and  
the only important transactions have been in  
China Sugar shares. H. & S. Bank shares are  
obtainable at 195 to 192 per cent. premium.  
China Sugars are obtainable at \$133 for cash.  
Dock shares are quoted at 202 per cent. premium  
as the cash rate. A. S. Watson & Co's fetched  
\$12.85 and more shares could be placed at that  
rate. Steamboats have been done at \$331 for  
cash and at this rate there are further buyers.At the special general meeting of the 'Cham-  
ber of Commerce held this forenoon the Hon.  
T. H. Whitehead, who has worked so hard  
for years past in his endeavours to obtain for  
the ratepayers constitutional rights and privi-  
leges that should long ago have been  
voluntarily conceded to the residents by the  
Imperial tax-gatherers, was unanimously  
nominated, for another term of six years, the  
Chamber's representative in the Legislative  
Council. The members of the Chamber are to  
be congratulated on their choice, for the proof  
of the prudence in the choice, and the Hon. Mr.  
Whitehead has proved himself, over and over  
again, a hard-working, useful, and often times  
successful representative of the Chamber. As  
the Chamber's representative in the Council it  
is a case of the right man being in the right  
place.THE first rolling steamboat, Mr. Basin's  
invention, was launched with perfect suc-  
cess last month, into the Seine, from the workshop  
of the firm of MM. Cell et Compagnie, at St.  
Denis. The launching of the vessel is an  
event of considerable importance, for if the hopes  
of Mr. Basin and of the capitalists who sub-  
scribed the five hundred thousand francs it will  
have cost when completed are realized, New  
York, for instance, will be brought within a four  
days' voyage from Havre. Though the rolling  
boat is very different in form from ordinary  
steamers, Mr. Basin claims complete seaworthi-  
ness for it, and contends that sea-sickness on  
board will be reduced considerably by its com-  
parative stability. Whether it will really possess  
these qualities will be shown when it crosses the  
Channel. In the meantime it is interesting  
to know the aim Mr. Basin has in view. His  
object has been to increase speed by suppress-  
ing the friction of the water against the vessel  
as it is forced forward. This, he contends, he  
has accomplished by substituting for the ordi-  
nary hull of a vessel a sort of platform supported  
over the water by revolving lenticular-shaped  
wheels. These wheels are to be made to turn  
in evidence or correlation with the forward  
impulsion given to the vessel by the screw.  
The boat is therefore not to be forced through  
the water, but is to roll upon the surface.In a recent issue we reported that two of the  
boats belonging to the ill-fated coal-laden ship  
*Flora P. Stafford*, which was burnt at sea in  
June last, had turned up at Manila and sub-  
sequently reached this port. It was then stated  
that one of the boats, with the Chief Officer and  
three sailors, was missing. To-day the mem-  
bers of the crew of the missing boat arrived  
here from Manila by the *Sunghang* and at once  
proceeded to the Sailors' Home where they  
were interviewed by a representative of the  
*Hongkong Telegraph*, to whom Mr. James  
P. Curtis, the chief officer, stated:—The  
*Flora P. Stafford* caught fire on the 6th June.  
We had to take to the boats on the 8th and on  
the 9th left sight of the other two boats during  
a heavy squall. At that time the three boats  
containing the whole of the members of the crew,  
were steering westwards towards the island of  
Mindanao, in the Philippines. On the 11th  
June I took observations and found there was  
a 4-knot current running East, so decided to run  
to the Pellow Islands, which I reached on the  
13th June. We had fine weather throughout,  
but there being a head wind we had to row all  
the way, some 50 miles. We had plenty of  
provisions and water. After arriving at the  
Pellows we were well treated by the natives so  
far as supplying us with fresh provisions was  
concerned, but they took all our clothes.  
On the 18th we sailed from the Pellows for  
Yap, in the Caroline Group. In the schooner  
*Santa Cruz*, Captain O'Keefe, and got to Yap  
on the 21st July. From the date of our  
arrival at Yap (21st July) till and September  
we were treated very kindly by Captain O'Keefe  
and the Spanish officials there. On the 2nd  
September we left Yap by Spanish steamer  
bound for Manila, where we arrived on the 7th  
September and were at once handed to the British  
Consul who saw to it that we were properly  
housed and fed. On leaving the ship the boats  
were well provisioned and had bags of fresh  
water stored in them and the crew was as evenly  
distributed as possible in proportion to the size  
of the boats. As I had only a 30-foot gig I  
could only take three men and these were An-  
drew Benson, John Macdon, and Robert Beale,  
who arrived here to-day.ROAD overgrown in England are now being  
supplied with bicycles. Perhaps, were our local  
overseers presented with "foot rickshaws" they  
would keep the roads in better order. Nothing  
convinces a man of the roughness of a road  
better than a good heavy fall from a bicycle.An advertisement published in this issue sets  
forth that next Saturday, the 26th instant, by  
kind permission of Major Retallick and Officers,  
the band of the Hongkong Regiment will play  
at Mount Austin Hotel during the dinner, and  
afterwards in the Hotel grounds. Dinner will be  
served in the spacious dining-hall at 8 p.m.,  
but we understand that the management will  
make arrangement for dinner parties in private  
rooms.THE Press Association understands that Dr.  
Jameson is engaged in writing what is believed  
to be a record of the Transvaal Raid. He  
devotes nearly the whole of his time in his cell  
at Holloway Prison to his compilation, and has  
expressed a desire not to be unnecessarily  
disturbed by visitors, in consequence of the  
time and care that the preparation of such a  
document demands. Dr. Jameson appears to  
have experienced no ill effects from his enforced  
confinement. His food is provided for him by a  
local tradesman, and he takes full advantage of the  
open-air exercise allowed him in common with  
the other Transvaal prisoners. This takes  
place twice daily, and the little band meet in the  
semi-private ground adjoining the prison in-  
firm, and stroll round the exercise ground  
arm-in-arm conversing with each other. All  
the prisoners are in good health, and so far as  
can be ascertained none of them has any com-  
plaint to make as to the treatment they receive.  
The completed arrangements for their treatment  
stipulate that each prisoner may, if he desire,  
receive two visits a week, and write two letters  
in the same period to relatives or friends.THE MANNING OF THE BRITISH  
NAVY.The question which people are asking them-  
selves is whether the difference of opinion at  
Whitehall will become sufficiently accentuated  
to compel Sir Frederick Richards to resign, and  
if so, how many of his naval colleagues will  
follow him in his retirement. It is hardly a  
secret that the First Sea Lord is inclined to those  
views in regard to the manning of the navy  
which have found a public exponent in Lord  
Charles Beresford, rather than to those optimistic  
opinions to which Mr. Goschen has given utter-  
ance. Although, however, Sir Frederick Richards  
must to some extent be regarded as the trusted  
adviser of the Government in naval matters, he  
can, according to our system, be looked upon  
only as *primus inter pares*. If he stands alone,  
he is hardly likely to be able to enforce his views  
upon the civil portion of the Board, though, even  
then, his resignation, which would presumably  
follow upon any direct refusal to act upon  
his serious advice seriously tendered, would go  
far to rouse the country to a sense of its peril. If,  
however, Sir Frederick is supported, as is not  
improbable, by his naval colleagues, we may  
reasonably expect that the Government will  
listen to professional opinion, and will make  
haste to supply the deficiency in the national  
armour. No Ministry could afford to fly in the  
face of all its naval advisers. In regard to the  
question of men, it may be as well to remember  
that Lieutenant Emile Daboc insisted more than  
a month ago that France could man every ship  
in her fleet, and still have 50,000 to spare as  
reserves. Italy is about to build three first-class  
battleships. In many respects they will resemble  
the *Re Umberto*, but they will be more thickly  
armoured—the maximum protection of the *Re  
Umberto* is 12 inches on the barbettes with a  
4-inch belt—and the weight thus saved is to be  
devoted to a heavier secondary armament. This  
is in accordance with the system of Italian naval  
construction, which holds that the best defence  
is to be found in superiority of fire. Many English  
critics will hold that any weight saved by dimin-  
ishing the barbettes armour might be more wisely  
expended in the provision of that defence, in-  
stead of the secondary armament which is now  
so conspicuously lacking. In the *Re Umberto*,  
for example, there is not a single screen to pro-  
tect the crews of the quickfiring, and a single  
shell penetrating the thin side armour would  
work terrible havoc. In connection with the  
question of armour, it may be interesting to refer  
to the development during late years of relaying  
capacity, as shown by experiments recently con-  
ducted on board the *Natal* with a "Harveyised"  
iron plate made by Messrs John Brown & Co., of  
Sheffield. The plate was 5 inches thick, and  
weighed 6.4 tons. Hotter projectiles, each with a  
velocity of very nearly 2,000 feet per second,  
were discharged at it. In theory the projectiles,  
under the conditions, should penetrate about 16  
inches of wrought iron; but in this case they  
were all broken up, only two of them entering the  
wood backing to a very slight extent; while at  
the conclusion of the experiments only one  
small crack appeared in the plate. Talking,  
then, wrought iron as the rule, the relaying  
power of such a plate may be represented by  
25, and the 12 inches of armour of the ship of  
the *Majestic* class will more than suffice to  
most even at the closest range the projectiles  
of the new French 12-in. gun. Rumour  
has it that in next year's naval programme  
provision will be made for the construction of  
six battleships of no remarkable size or defensive  
powers, but expected to be formidable by reason  
of their great speed. It has been already pointed  
out in these notes that high speed can be obtain-  
ed only by the sacrifice of some other quality,  
and that, so far as battleships are concerned,  
we are not now dealing with "crusaders"—it is  
doubted whether, after a point which has been  
reached in our latest ships, it is worth while to  
make that sacrifice. Actions will not be fought  
with the opposing fleet moving at 15 or 20  
knots on a beam—*Morning Post*.THE REBELLION IN THE  
PHILIPPINES.The China Navigation Co.'s steamer *Sung-  
Kiang* arrived here to-day from Manila, via  
Amoy. It was thought that the first steamer  
from Manila would bring us columns of news  
about the rebellion in the Philippines and that,  
assuming our correspondent neglected to send  
us a goodly budget of thrilling details, we should  
at all events be able to call a lot of very readable  
matter from our Manila exchanges. But we  
were counting on chickens before they were  
hatched and find ourselves sadly disappointed,  
for not only has our correspondent, to whom  
we wired long ago for information, failed  
to acknowledge receipt of our telegram, but  
he has not written (or at all events we  
have not received any letters from him)  
as a line about the troubles in Manila. This is  
vexatious enough, but the annoyance is greatly  
increased by the fact that not a single copy of  
the Manila papers (not even the *Diario de  
Manila*) has been received either through the  
post (the usual channel through which we  
get our Manila exchanges) or in any other way.  
This apparently indicates that the authorities at  
Manila are not only exercising a strict censorship  
over telegrams leaving the Philippines, but have  
gone to the length of preventing the Manila  
papers from exchanging with us, or have seized  
the exchanges in the Post Office at Manila. We  
submit that there is no justification for such  
grossly offensive action; that no harm could  
result from the semi-official *Diario* getting into  
Hongkong; and that if the authorities believe  
they are doing the right thing they should not fail  
to acquaint us with the reasons which have  
actuated the pursuance of a policy which is as  
galling as it is peculiar and difficult to compre-  
hend. We know there have been vague  
statements about "head centres" being in  
Hongkong. If such a statement were made  
officially it would be a grave charge and ought to  
be followed up with an application for the ex-  
tradition of persons who may be guilty of treason.  
Has such an application been made to the  
Government of Hongkong? If not, why not?  
As will have been seen by the "Extra" we  
issued at 2 o'clock, we received Messrs. Warner,  
Barnes & Co.'s *Circular* of the 2nd instant.  
This is the only printed matter that has reached  
us from the Philippines to-day. It states:—  
"On the 30th ult. there was a rising of dis-  
contented natives in the adjacent provinces, who  
advanced to the suburbs of Manila, where they  
were met by the Government troops and  
dispersed with a loss of some 200 men. We do  
not look for any serious troubles, but it is not  
impossible that, owing to the number of natives  
who have left their villages and joined the bands  
in the mountains, there may be raids from time  
to time on the cultivated districts and perhaps  
damage to the growing crops."  
From inquiry made at the Head Office of  
the Hongkong and Shanghai Bank this afternoon  
we are in a position to state that the news to-day  
received from Manila makes it clear that no  
anxiety is felt respecting the situation at that port.  
The *Redpole* was still at Manila when the  
*Sungkiang* called on the 14th instant.  
It is reported that the province of Cavite is in  
the hands of the rebels who number fully 15,000  
men, well armed; but this lacks confirmation.HONGKONG GENERAL CHAMBER  
OF COMMERCE.

SPECIAL GENERAL MEETING.

THE RISE IN CABLE RATES VIGOROUSLY  
PROTESTED AGAINST.

J. WHITEHEAD RE-ELECTED.

A special general meeting of the members of  
the Hongkong General Chamber of Commerce  
was held in the Chamber Rooms, City Hall, at a  
quarter to 12 to-day for the purpose of protesting  
against the action of the Telegraph Companies  
in suddenly raising their rates for Europe and  
America 37½ per cent. and 43.25 per cent.  
respectively, and nominating all members of the  
Chamber for appointment to the Legislative  
Council. Mr. A. McCosmiche presided, and  
there were also present Hon. J. J. Bell-Irving,  
G. B. Dowdall, N. J. Ede, T. Jackson, S.  
C. Michaelson, N. A. Slane, Hon. T. H.  
Whitehead (Committee), and Messrs J. Kramer,  
E. R. Bellion, G. H. Potts, P. C. Sether,  
Hon. C. P. Chater, G. L. Tomlin, A. J.  
David, T. Arnold, Hart, Buck-O, Wegener,  
F. Midland, G. de Champeaux, M. Lacaze, J.  
H. Currale, H. N. Mody, Geo. W. F. Playfair,  
D. R. Sassoon, M. D. Kerkel, Wm. Whitley, H.  
Stallanwell, W. H. Ray, W. Poole, J. H. Cox,  
A. Coxon, M. B. Sassoon, H. J. Holmes, W.  
Dunby, H. L. Dennis, Z. H. Joseph, W. R.  
Lendy, Granville Sharp, G. Stewart, H. Wick-  
ham, D. R. Crawford, J. Jones Hughes, H. R.  
Kinnear, R. L. Richardson, J. W. R. Taylor, M.  
M. Mehta and others.The Chairman in opening the proceedings said  
—Gentlemen, I think I need hardly detail to you  
by going at length into the question before us.  
We have met to-day to protest against the  
sudden and very heavy increase in their rates  
which the Joint Telegraph Companies, having  
first concluded a Convention with the Chinese  
Telegraph Administration, thus paving the way  
by securing a monopoly, saw fit on the 18th  
ultimo to spring upon us after only a single  
day's notice. Well, gentlemen, I can only hope  
that your protest will be emphatic and that it  
may prove effective. You have all of you no  
doubt read the correspondence, and can readily  
form your own judgment on the case. I will  
now call upon Mr. Jackson to move the first  
resolution.Mr. Jackson, in moving the first resolution,  
preluded his remarks by stating that the Tele-  
graph Companies had over done their work, and  
that more willing and more painstaking body  
of public servants he had never met. That was  
the true cause of the attack; now to the subject  
of the meeting. It was a good meeting indeed.The balance of the Chinese loan, recently  
issued, was only half subscribed.GREAT BRITAIN AND TURKEY.  
Reuter's agency learns that Great Britain does  
not mediate any isolated action against Turkey,  
but that she will never again take the part of  
the Porte. She desires to continue to co-operate  
with the Powers, but must stand aside, in the  
hope of a better state of affairs, if the Powers  
are unable to concert measures for the preven-  
tion of further massacres.

LOCAL AND GENERAL.

MR. DE BUREAU, British Minister, has returned  
to Bangkok from furlough.The twenty-third ordinary yearly meeting of the  
Union Insurance Society of Canton, Ltd., will  
be held at the head office, Hongkong, on the  
8th proximo.The new British torpedo-boat destroyer *Thrush-  
er*, built by Messrs Laird Brothers, Birken-  
head, on her recent trial trip developed a speed  
of thirty-six statute miles per hour.It is mentioned in shipping circles that the "blue  
funnel" liner *Draculion* is to be docked for  
alterations designed to render her thoroughly  
suitable for the Borneo timber trade.The August number of *The Eastern News* con-  
tains a capital portrait of Mr. G. W. Ward, who  
was for some years a member of the staff of the  
*Hongkong Telegraph* and was *Resident* for  
the *Pail Mall* *Consulate* during the China-Japan  
war. He is now with the Egyptian forces in the  
Soudan and is *noting* the *Black and White* and  
some other papers. Well done, Ward!







## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:— WATKINS &amp; CO., HONGKONG.

## J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES  
STAMPED ARTICLES

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co, Paris

HONGKONG CRICKET CLUB.  
NOTICE.

THE ANNUAL GENERAL MEETING of the CRICKET CLUB, for the purpose of receiving the Committee's Report for the Past Season and electing the Committee and Officers for the Coming Season, will be held in the PAVILION on FRIDAY, the 25th September, at 4.45 P.M.

EDWARD A. RAM,  
Hon. Sec., H.K.C.C.

Hongkong, 17th September, 1896. [1450]

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 26th instant, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.

By Order of the Board of Directors,  
W. H. RAY,  
Secretary.

Hongkong, 4th September, 1896. [1397]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th September, both days inclusive.

DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 5th September, 1896. [1398]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 2 PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, this being at the rate of 6 PER CENT. PER ANNUM.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant till the 1st October, inclusive.

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 11th September, 1896. [1427]

HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1,910 issued 20th May, 1896, for FOUR SHARES Numbered 6,661 to 6,664, in the above Company, standing in the Name of Miss ELIA PULCHERIA PEREIRA MARQUES, of MACAU, has been LOST, and should the same not be produced before the 30th instant, a NEW SCRIP CERTIFICATE will be ISSUED to the said Miss ELIA PULCHERIA PEREIRA MARQUES, and NO TRANSFER taking place under the said Scrip Certificate No. 1,910 will be recognized by the Company.

JARDINE, MATHESON & CO.,  
General Managers.

HONGKONG FIRE INSURANCE CO., LTD.  
Hongkong, 15th September, 1896. [1448]

## Shipping.

## STEAMERS.

"SHIRE" LINE OF STEAMERS.  
FOR BRISBANE, SYDNEY AND MELBOURNE.  
(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE AND NEW ZEALAND.)

THE Steamship  
"MERIONETHSHIRE."  
Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 14th September, 1896. [1058]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"NESTOR."  
Captain Asquith, will be despatched as above on SATURDAY, the 20th October.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th September, 1896. [1449]

## Shipping.

## STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"NANYO MARU"  
will be despatched for the above Ports TO-MORROW, the 20th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 19th September, 1896. [1404]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."  
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 19th September, 1896. [1458]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG."  
Captain C. B. N. Dodd, will be despatched as above on MONDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th September, 1896. [1434]

ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.

JAVA—CHINA—JAPAN LINE  
OF STEAMERS.

FOR SINGAPORE, BATAVIA, SAMARANG  
AND SOERABAYA.

THE Steamship

"GERMANIA."  
Captain Bendixen, will be despatched for the above Ports on MONDAY, the 21st instant, at 5 P.M.

Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.

For Freight or Passage, apply to  
LAUTS, WEGENER & Co.,  
General Agents.

Hongkong, 17th September, 1896. [1454]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS,  
RIVER PLATE, &c.)

THE Company's Steamship

"KWEIYANG."  
Captain Osterbridge, will be despatched as above on TUESDAY, the 22nd instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th September, 1896. [1435]

## "MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.  
(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"AFRIDI."  
Captain Golding, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 17th September, 1896. [1456]

## NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO,  
PORT SAID, MARSEILLES, LONDON  
AND ANTWERP.

THE Company's Steamship

"TOSA MARU."  
Captain J. B. Macmillan, will be despatched for the above Ports on or about WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 10th September, 1896. [1421]

## NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN  
AND NAGASAKI.

THE Company's Steamship

"SATSUMA MARU."  
Captain F. L. Sommer, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 17th September, 1896. [1453]

## "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADLEY."  
Captain Tallock, will be despatched as above for the above Ports on FRIDAY, the 25th instant.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 17th September, 1896. [1445]

JAYA, CHINA, JAPAN LINE OF  
STEAMERS.

UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.

PROPOSED SAILINGS  
(Subject to Alterations.)  
JAYA, HONGKONG, YOKOHAMA, KOBE,  
AMOY, HONGKONG, SINGAPORE,  
JAYA.

FROM HONGKONG.

S.S. Germania..... To JAV..... 1 Sept.

S.S. Catharina..... To JAV..... 1 Oct.

S.S. Germania..... To JAV..... 1 Nov.

S.S. Catharina..... To JAV..... 1 Dec.

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